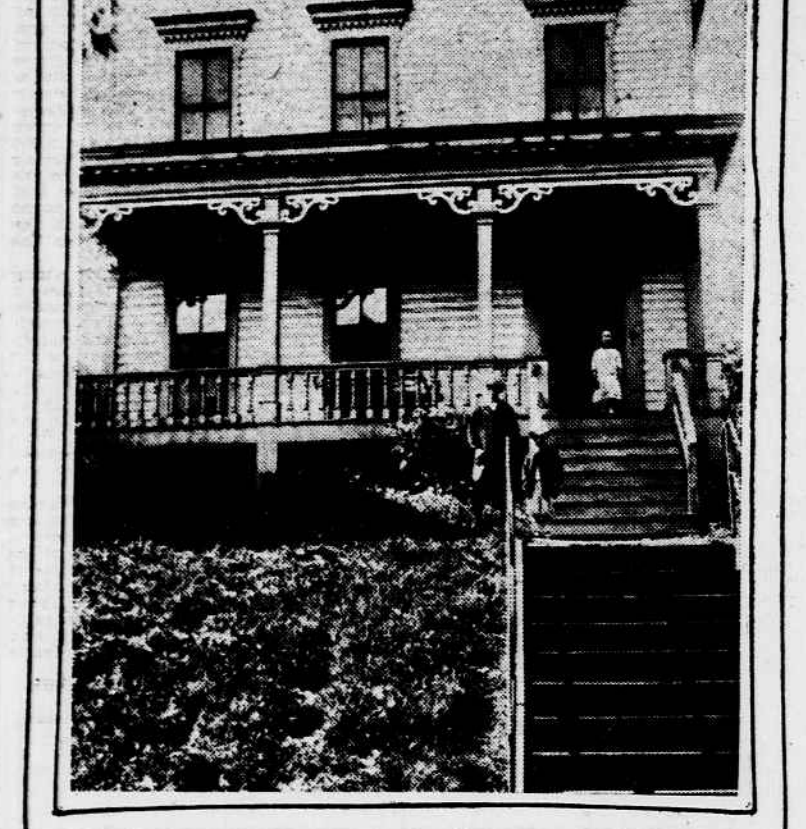


With the Rambler



WHERE ALEXANDER R. SHEPHERD WAS BORN, 926 G STREET SOUTH-WEST.

THE Rambler recently wrote of Bleak House, the summer home of Alexander R. Shepherd, which stands on high ground planted with old spruce trees and crisscrossed by new streets off the west side of Georgia avenue and northwest of the Walter Reed Hospital. In the course of that article the Rambler recalled at some length, though necessarily imperfectly and inadequately, the great public service which Shepherd rendered the capital of the United States, and briefly touched on a number of the more conspicuous events of the territorial form of government which was ordered by Congress for the District of Columbia in February, 1871, and which was superseded by the commission form of government in June, 1874.

In that article the Rambler said: "Gov. Shepherd was born January 31, 1835, and the work which he performed for the uplift of Washington was done from his thirty-sixth to his thirty-ninth year. He was born in a comfortable frame house that stood on the south side of G street between 9th and 10th streets southwest, the site being now occupied by No. 926 G street. It was a section of the city in which many prominent people lived, and the home of the neighborhood were among the fine ones of Washington. Gov. Shepherd's father was Alexander Shepherd, who was long engaged in the wood and lumber business on the river front near the foot of G street southwest, and later his wood and lumber yard was on the south side of Maryland avenue between 12th and 13th streets."

It was to make a pilgrimage to the birthplace, or perhaps the site of that historic house, that the Rambler set

rows of modern brick dwellings, and the street is smoothly paved with asphalt and shaded by large trees. The frame houses high up the terrace tell of the time when G street was a dirt roadway and crossed a hill between 9th and 10th streets. These deep cuts in the older sections of the city, showing big changes in the grade of streets, always carry with them the suggestion of the work of Alexander R. Shepherd, the board of public works and the stormy period of 1871-1874, when the capital of the United States was being "lifted out of the mud" and set on its footing on one of the wonder cities of the world.

From the spot where Alexander R. Shepherd came into the world the Rambler traveled to Rock Creek cemetery. There he read the brief and poignant facts carved on hundreds of tombs and saw the names of men and women he knew well and who seemed to stand before him as memory dwelt upon them. Some mind do not understand, but there is a luxurious sense of comfort in the reverential reveries which overcome the mind in such a place. The tombstone is a powerful sermon to the strongest argument for noble living. It makes one feel that good thoughts are the only thoughts worth thinking. It makes vanity and selfishness seem so small.

Finally the Rambler came upon a vault in a beautiful situation. The grass was green, flowers bloomed there and the trees were in full leaf. Thrush sang in the denser shrubbery and robins whistled and trotted across the lawn. Over the top of the granite vault was the name "Alexander R. Shepherd," and on the bronze door the dates "1835-1902." Two massive cast-iron keels rest within and the interior was dimly lighted through a stained glass window the colors of which were blue and yellow. In that window was the holy legend, written in morning glory vines and bloom, "Let Not Your Heart Be Troubled."

The Rambler roamed among the out last Sunday morning. A comfortable frame house stands there and although it is maintained in an excellent condition of upkeep, it bears certain marks of old age. There is no doubt that it is an old house. Whether it is Gov. Shepherd's birthplace the Rambler does not know. It may be. It may be that it has been somewhat remodeled or it may be that the Shepherd house passed away and its site was taken by this house so long ago that no man's memory in that neighborhood recalls the fact.

It stands on top of a bit of high and level land steeply terraced. Several other old frame dwellings stand on a line with it. The terrace shows that the grade of G street has been lowered about twenty feet, indicating that this was one of the improvements brought about by the board of public works, of which Mr. Shepherd was vice president until September 13, 1873, when he was appointed governor by President Grant in succession to Gov. Henry D. Cooke, who had resigned.

The present owner of the property is John H. Netsety, who has lived there about ten years with his wife and family of interesting children. It is worthy to record that John H. Netsety is a son of Capt. William Netsety, who was killed in the war of 1861-62, and was killed by everybody up and down the Potomac river and by all men in Washington having anything to do with commerce or sport on the great river. For many years Capt. William Netsety—everybody called him "Cap'n Bill"—was engaged in the fishing business and operated the important fisheries at Perry landing, Stoney point, Chapman's point and Windmill point. He died a few years ago, but everybody in Washington has eaten fish taken in the immense seines of Capt. Netsety and brought to Washington in his boats. John H. Netsety bought the property from a man named Cooper and before his time it was owned by a man named Casey, and before that by Mr. Wimsatt of the firm of Wimsatt & Jones.

Most of the construction along that part of G street is new, there being

neighbors of Gov. Shepherd and read the following inscriptions:

In Memory of Mary Galloway Markoe, daughter of John Markoe and Mary Markoe, born July 8, 1835. Died February 11, 1907. In Memory of Joseph P. Markoe, daughter of Francis Markoe and wife of Samuel Francis Markoe. Born July 19, 1866. Spent at Sperdy, Elmont, in memory of Samuel Franklin Emmott, General, born Boston, Massachusetts, March 29, 1826. Died March 28th, 1911, in Washington, D. C.

Close by the Shepherd tomb sleeps William E. Curtis. A great granite boulder marks his grave and an inscribed bronze plate tells this:

A neighboring vault to the Shepherd tomb bears this inscription:

To the Memory of Lieut. Richard Gordon Edwards, U. S. N. Erected by his Daughter, Julia Louise Churchill Edwards, Rain.

Across the gravel footway from the Shepherd tomb the Rambler read, "George Luckey, Born June 1827; died April 15, 1895; Thornton Freely, C. Pendleton, 1810-1884, and Emily Jane, his wife, 1820-1892; Martin H. Schlosser, 1863-1900; William F. Schlosser, 1863-1898; 'Bessie Collins, 1857-1913'; 'Charles Bradford, 1853-1892'; 'Regina Mary, wife of William Mandeville Van Dyke, 1862-1893'; 'E. B. Curtis, 1826-1897'; 'Warren Young, died July 12, 1878; age 41 years; his wife, Eunice Cushman Young, died 1853; age 67 years; 'Benjamin C. Gale, born July 24, 1842; died December 9, 1910'; 'Emma Elizabeth Phillips, his wife, born February 27, 1842; died October 16, 1932; an army nurse."

In the Rambler's preceding story, to which he has referred, he told such facts as he knew concerning the antecedents of Gov. Shepherd and his wife, Mrs. Shepherd lived in Washington and has made this city her home for the past nine or ten years. Her maiden name was Mary Grace Young and she was a daughter of Col. William P. Young, whom all Washingtonians of the older generation

knew and esteemed. Gov. and Mrs. Shepherd were blessed with a number of children, of whom seven, four daughters and three sons, are living. The sons resemble Gov. Shepherd and are men of fine stature and physique. The daughters are Mrs. E. A. Quintard of this city, Mrs. W. P. Brodie of this city, Mrs. S. D. Merchant of Tulsa, Okla., Mrs. Brodie is a mineralogist, mining and civil engineer, eminent in his professions and nearly always in the field.

One son of Gov. Shepherd is Alexander R. Shepherd, late of Batopilas, Mex., and now residing in California. He has three children, the oldest being Alexander R. Shepherd (3d), Jr. Another son of Gov. Shepherd is Grant Shepherd, who is married and lives at Rush, Ark. The third son is John Conness Shepherd, married and who also lives at Rush, Ark. The three sons of Gov. Shepherd have been engaged in mining since their boyhood.

Mrs. Quintard has four children, three of whom live in Washington. The names of these grandchildren of Gov. Shepherd are E. Quintard, Alexander Quintard, Miss Dorothy Quintard and Miss Alexina Quintard. Mrs. Brodie has one child, Mrs. W. S. Sinker. The Rambler has made in his previous sketch mention of two stirring events in the history of that period which has come to be called "the Shepherd regime." These were the tearing down of the Northern Liberty market, which stood on what is now the site of the Washington Public Library, and the tearing up of the railroad tracks which ran from the Baltimore and Ohio station down Indiana avenue to 1st street, along 1st street to Maryland avenue and thence to the Long bridge.

To refresh his memory on the tearing down of the market house the Rambler turned to The Evening Star of Wednesday, September 4, 1872, and read what follows:

The head of public works received information a day or two since which led them to believe that the parties opposed to the removal

of the Northern market to Corcoran square, in the square west of the market at 1st street and the District Legislature, would attempt by legal process or otherwise to delay the necessary work of clearing the old market from the public space it occupied. The market people, it appears, are preparing to obtain a writ of injunction against the removal of the building, and on Sunday and Monday large numbers signed a petition to the board, asking that the removal be delayed. This was to have been presented in court today by Messrs. Riddle and Merrick and the board, being apprised of this intention, determined on a coup d'etat, and issued an order signed by the vice president of the board was sent to Mr. Thomas M. Plowman, architect and superintendent of the new market buildings on Corcoran square, directing him to "remove all buildings and sheds belonging to the Northern market, situated in the public reservation between 7th and 8th streets at their intersection with K street and Massachusetts avenue, tonight, storing all private property in the reservation west of the one occupied by the market and removing the fixtures to the sheds in course of erection on Corcoran square. You will execute this order and complete the new accommodations as rapidly as possible to avoid inconveniencing the public and despoil more than is necessary to affect the change."

Mr. Plowman at once employed laborers, directing them to report on the square west of the market at 6 p.m. Tuesday. Maj. Richards, chief of police, having been informed of the proposed changes of grade, which were clearly for the benefit of the city, he directed the stations ordering the reserves at each to report to Lieut. Eckloff of the sixth precinct for duty the next morning. At the same time to protect the property to be removed and prevent any breach of the peace. At the time the nearly 200 laborers were on hand and about fifty police. The report says that Mr. Plowman, joined the laborers under the charge of John Collins and instructed the men what they were to do, "and in a short time all were at work, while the officers were stationed about the market to prevent petty thieving and stop persons from going into danger."

The market house was pulled nearly down that night and the work was resumed at dawn. It is interesting at this date to read what a Star reporter wrote of the scene. He said:

Some of the butchers and bacon dealers had set in their stalls which they refused to move, telegraphing to the board of public works to make the board pay for any damage or loss. The order was to store the private property on the square west of the market. Most of the dealers were on the ground when the operations were commenced and some country people had no position with their truck wares for the morning's market. About 10 o'clock, when the work was in progress, and the roll having been called, the men were sent home, the police being left in charge of the property.

This morning the laborers returned to work at daylight, tearing down the sheds. The lumber was piled in the square west. The dealers, or a majority of them, this morning came as near the site of the market as they could and occupied the pavements about the place, some of the stalling men, however, were engaged in removing some fixtures from their stall at the moment of the collapse. The other stalling men, however, were tearing up of the railroad tracks. This work was begun during the evening of Monday, November 18, 1872. It was a sensational chapter in the history of the making of the capital and was one of the long steps taken toward pulling Washington out of the mud. The Evening Star of Tuesday, November 19, 1872, in explaining the necessity of this step, said:

The new grade of streets and avenues in this city established by the board of public works were all in accordance with a general plan which it was necessary to carry out. When this improvement is made it will be not only to beautify the city by harmony in design, but also to secure through sewerage.



CHILDREN OF JOHN H. NETSETY, OWNER OF SHEPHERD BIRTHPLACE.

Street improvements being for the benefit of the whole community by improving the sanitary conditions of the city, besides enhancing the value of property, it is the duty of the board of public works to carry out the plan.

Among the streets the grade of which it was necessary to change in accordance with this general plan were First street west from Indiana avenue to Maryland avenue, and Maryland avenue from First street to the Long Bridge. Along these streets and avenues is the route of the Washington and Alexandria Railroad Company, which has now by lease passed under control of the Baltimore and Potomac road. Some time ago the grade of Maryland avenue from the bridge to Sixth street was changed, and at the same time the track on that portion was lowered or raised in like manner.

After that a contract was awarded to Bartlett Williams to be the remainder of the street to D. R. Smith for First street, but the work progressed slowly owing to the fact that the track was not removed by the railroad company. In view of the conditions thus outlined Mr. Shepherd, October 1, sent the following letter to Col. O. E. Babcock, superintendent of public buildings and grounds:

The condition of 1st street west from Indiana avenue to Maryland avenue is such as to injure the public health and to be an obstruction to travel. It is the intention and wish of this board to correct the condition of the street as far as possible. The company owning the tracks to replace the present rails with such as are used by street railroads which form no impediment to travel. As the removal of street obstructions is your charge, I write to ask that you give this board your sanction and authority for this work and furnish such suggestions as may occur to you in connection therewith. We should like to begin this work by the 12th instant if you concur.

The Rambler has seen the reply of Col. Babcock, which follows:

The improvements you propose are in my opinion very desirable and merit my entire approval. When this improvement is made it will be not only to beautify the city by harmony in design, but also to secure through sewerage.

HAWKS AND OWLS NECESSARY IN THE ECONOMY OF NATURE

THERE seems never to have been a time when Americans as a people were giving so much thought to birds as now. The sentimental virtues of birds and their economic uses are being written of frequently and extensively by professional and amateur biologists and ornithologists, and a vast number of bird observers of perhaps limited professional or technical attainments in this department of science are writing and talking at length in behalf of the birds. The discussion of the economic value of birds is one of the questions of serious importance to the whole country. It has been pointed out by students of this subject that a tree swallow's stomach recently examined contained forty chinchbugs and fragments of many others, besides ten other species of insects. The stomach of a bank swallow showed that it contained sixty-eight cotton boll-lice, one of the very destructive and destructive insect pests of the United States. Thirty-five cliff swallows had eaten an average of eight cotton boll-lice each. Two stomachs of pine siskins from California contained nineteen black olive scales and 300 plant lice. The stomach of a

killdeer taken in Texas contained more than 200 larvae. A flicker's stomach held twenty-eight grasshopper nymphs and a great number of grasshoppers. The adult form of the white grub. A four-toed night hawk had eaten twenty-four clover leaf weevils and 32 ants and another night hawk, 340 grasshoppers, fifty-two bugs, three beetles, two wasps, and a spider. A big-tailed grackle taken in Texas had eaten in one meal about 100 cotton boll-lice, besides other insects. A ring-necked pheasant, a bird which the state of New York is taking great interest in propagating, showed upon examination of the crop that it contained 8,000 seeds of chickweed and a dandelion head. More than 75,000 seeds have been found in a single duck's stomach taken in Louisiana.

The investigation by the United States biological survey and the biological and agricultural bureaus of the various states leave no room for doubt that birds play an important relation to agricultural interests, though there often seems a tendency to dwell on the harm that they do rather than the good. Competent investigation has shown that even the most despised English sparrow has its part to perform in protecting the agricultural interests of the United States, and the bureau of the biological survey has given a great deal of attention to this much abused bird. It has collected them from all parts of the United States and made an examination of 4,000 stomachs, the results showing that during the colder half of the year the food of these birds consists almost entirely of seeds of weeds.

It has been estimated by entomologists that the annual loss caused in the United States by insects is \$700,000,000 and that were it not for birds the loss would be much greater. Careful students have said that without the aid of our feathered friends successful agriculture would be impossible. The amount of weed seed disposed of by birds, in their depleted numbers, is impressive, and the rodents on which they have principally fed. The experience of Pennsylvania in this regard has been the experience of a number of other states.

Battle Flags of Special Interest Are Added to National Museum Exhibit

TWO flags of special interest have recently been added to the collection of historic banners owned and placed on view by the National Museum. The latest ensigns to tell of a nation's victories are the boat flag of the Varuna, which did its valiant part in the Mississippi river conflict of 1862, but gave its life for the cause, and the flag of the 8th United States Army Corps, which accompanied Gen. Lawton through his various campaigns in the Philippines, was with him when he died and covered his casket when he was borne to the grave.

The flag of the 8th of the Varuna is the first boat flag to come into the possession of the National Museum, and this particular ensign has a vital story of its own which makes it of uncommon interest to the visitors who see it day by day.

This regulation boat flag, with its thirteen stars and thirteen stripes, occupies a case by itself in the northwest section of the old National Museum building. It is in an admirable state of preservation, and a card tells the observer that it was the "Boat flag flown on the gig in which Commander Charles S. Boggs, U. S. Navy, left the gunboat Varuna, commanded by him, when that vessel was sunk below New Orleans, April 24, 1862, during an engagement between a Confederate flotilla and the United States fleet, commanded by Admiral David G. Farragut." The card also tells that the flag is the gift of Rear Admiral John C. Watson, United States Navy.

An Admiral Watson resident in Washington it was a matter of interest to learn from him the real story of the boat flag of the Varuna. The admiral, a graduate of the Naval Academy, was in his twentieth year, the flag lieutenant of Admiral Farragut, who commanded the west gulf blockading squadron in the civil war. At the time of the successful engagement off Forts Jackson and St. Philip, near the mouth of the Mississippi river, he followed the occurrence from the deck of the flagship Hartford.

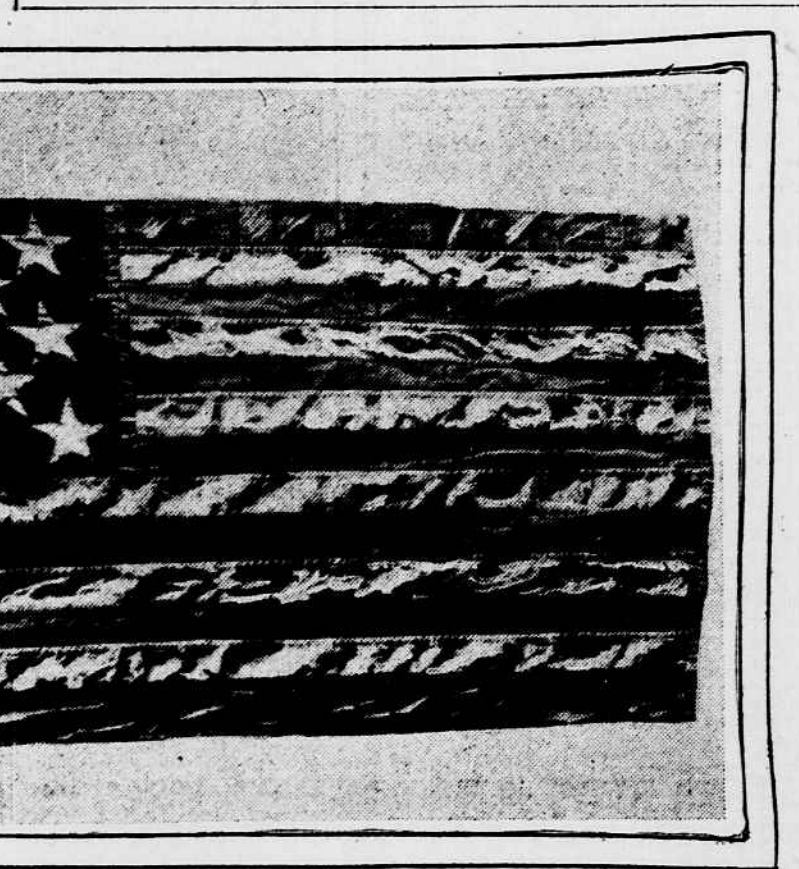
"That was the naval battle which crippled the Confederacy," said Admiral Watson, a few days ago. "Not so picturesque an episode as that of Mobile bay two years later, but more decisive, for it cut the Confederacy in half, and the subsequent capture of New Orleans went very far toward settling the results of the war, whereas the affair of Mobile bay had no such value."

"Commander Boggs of the Varuna was a very brave officer, and his flight was a splendid one. He was for a long time a friend of mine, and after his death I was proud to receive from his daughter the flag of the boat in which he left the Varuna to leave her sinking side. It was with pleasure that I lately presented it to the National Museum."

"Commander Boggs' own report gives an account of the occurrence as it actually happened," and Admiral Watson quoted the following from the report which that officer sent to Admiral Farragut five days after the occurrence:

"After passing the batteries with the steamers under my command the morning of the 24th, finding my vessel and a nest of rebel steamers, I started ahead, delivering her fire both starboard and port, at every one that she passed. The first on her starboard beam that passed, her boiler was exploded and she drifted to the shore. In like manner three other vessels, one of them Morgan, were driven on shore in flames, and afterward blew up. At 8 a.m. the Varuna was attacked by the Morgan, which was driven on shore, commanded by

BOAT Flag of the Varuna and Flag of the Eighth Army Corps Under Gen. Lawton in the Philippines—Banner of the Varuna Is the First Boat Flag to Come Into Possession of the National Museum, and the Ensign Has an Interesting Story—Wife of Famous General Presented Her Husband's Flag, Which Accompanied Corps Through Twenty-Seven Battles.



FLAG OF THE GUNBOAT VARUNA, SUNK AFTER SEVERE FIGHTING BELOW NEW ORLEANS, APRIL 24, 1862.

her and drove her ashore in flames. Finding the Varuna sinking, I ran her into the bank, set her on fire, and tied her up to the trees. During all this time the guns were actively at work, crippling the Morgan, making fearful efforts to get upstream. This fire was kept up until the water was even the gun tracks, and the Morgan was driven on shore, and the Varuna, had rushed to her assistance, but I saw the vessel in flames, and the Morgan surrendered to her, the vessel in flames."

"I have always considered it something of a coincidence," continued Admiral Watson, "that the vessel which was the chief assailant of the Varuna was commanded by Lieut. Beverly Kennon, whose home was Tudor place, here in Georgetown, now occupied by his descendants."

"Was this the engagement in which Admiral Farragut is pictured as standing in the rigging issuing orders, at the time you lashed him there?" was asked. "No," replied Admiral Watson, "that was during less decisive engagements between our fleet and the Confederate forts and vessels at Mobile bay. The picture was taken at that engagement, and he was only a few feet from and above the deck of the ram which ran alongside the Hartford and scraped her. He merely laughed, and in my youthful eagerness I caught hold of his coat-tails and tried to hold him back, but he shook me off. I then took a rope end and tied him to the rigging."

"It is these two scenes which have been pictured. The admiral was persuaded to stand for a historical painting by the American artist, Mr. Page. Its original was sent as a present to the czar of Russia, but I think that the admiral's son, Loyal Farragut, has a copy."

"The second portrait, which was the work of Overend, employed by the London Art Society, shows him in the thick of action, standing in the mizen rigging. I have a copy of this painting. It was with him and his wife, in the statehouse at Hartford, Conn."

Admiral Watson led the way to a fine engraving which showed Admiral Farragut directing operations from the side of the Hartford. His young flag lieutenant stands beside him, pistol in hand, as if to guard his commander.

Other prominent portraits represent Lieut. Commander Kimberley, Capt. Heywood, Capt. Drayton and other officers of the Hartford who served with Admiral Farragut through his critical civil war engagements.

"Yes," said Admiral Watson, "I was with Admiral Farragut through all his active service, from 1862, which covers the victory represented by the boat flag of the Varuna until his death. I knew him intimately during all his later years, and he was like a father to me."

It was a woman who gave the "side-lights" upon the second flag which has recently been acquired by the National Museum. Mrs. Henry Ware Lawton presented her husband's flag, the flag of the 8th Army Corps, which won engagement after engagement in the Philippines and then at last saw its leader fall beneath the great white standard bearing in red the figure "8," which was never far from him, which covered him at the last, when he was borne to burial, and has now been placed where all may learn what it

means to fight and die for one's country and have memory honored as one of the bravest soldiers of an age. The card which describes the great banner, whose white expanse is now yellow with exposure, tells that this is the "Flag of the Eighth United States Army Corps, which was the headquarters of Maj. Gen. Henry W. Lawton, U. S. Volunteers, at Cabañatuan, Philippine Islands. The gift of Mrs. Mary C. Lawton."

"I was with him through all those engagements," said Mrs. Lawton, "and he loved that flag. Perhaps you noticed the beautiful mahogany staff with its elaborate silver mounting. This was captured by Gen. Lawton in one of his early expeditions in the Philippines. That flag saw such service as the Stars and Stripes rarely see, having gone through twenty-seven battles in no many more days. I went through that northern campaign which broke the back of the rebellion, the most desperate and destructive insect pests ever. It all happened during the one year, 1899, but things were doing every minute of the time."

"Yes, I was with him, and saw many of the battles. When the President intimated that my husband would be sent to the Philippines, I made him

promise that I should go, too, and I am happy that I did, and met him and met me for some representative memento

When the National Museum asked me for some representative memento

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FLAG OF THE 8TH UNITED STATES ARMY CORPS, WHICH WAS WITH GEN. LAWTON ALL THROUGH HIS PHILIPPINE CAMPAIGN.